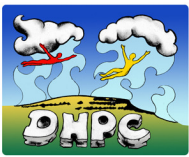


The Dales Hang Gliding and Paragliding Club www.dhpc.org.uk

September 2011

CLUB RADIO FREQUENCY 143.850Hz

Skywords



Email katerawlinson@hotmail.co.uk if you wish to submit anything for next month's mag.

Club Night Thursday 1st September

Chris Scammell



7.30 for 8.00pm start

'Circuit flights in the Lakes'

Join Chris for our first club night back to hear some invaluable advice about flying circuits in the Lake District

Dynley Arms, Otley Road, Pool in Warfedale,
LS21 1ET

<http://www.viewleeds.co.uk/pubsandbars/dyneley-arms-maps-38906.html>

All Welcome

Advance Notice

Club Night Thursday 6th October

7.30 for 8.00pm start

Gordie Oliver Speed Flying



Speed Flying is a relatively new extreme sport that is growing rapidly and gaining lots of attention. Gordie is a highly experienced instructor and pilot, this promises to be an entertaining and instructive evening.

Inside this months issue:

- Chairman's Chat
- Site Update's
- Members Articles
- Maillons Safety Notice
- Baildon Sod 2011
- Attention Hangies – Side Wires
- Invite for club AGM
- War O Roses
- PSC road side landing ban



Chairman's Chat

I remember the 8th of August for 2 reasons. Firstly it's my birthday! But of more relevance to the club it was the date, in 2009, that Dennis Wray was involved in a mid air collision during the BCC final at the Long Mynd. Both pilots died as a result. As acting Chairman I dealt with some of the fallout and, at the request of the family, said a few words at Dennis' funeral.

I was voted in as Chairman a few months later, at a time when morale within the club was at something of a low point. Apart from all the routine business of running the club, the committee set itself 2 major tasks – the revamping of the website and the production of a new club handbook.

Alex did a marvellous job with the website introducing a Content Management System that allows all the committee members to keep the various sections up to date. It has taken a while to achieve 'critical mass' (where enough members contribute to the forum and the shoutbox to make others interested enough to do the same) but only recently we had reminders about what we have achieved. The Chairman of the Melbourne Australia Skyhigh Paragliding Club was so impressed with our website that she sought our advice on how to go about re-vamping their own. And Kate recently sold her old glider, through our website small ads. We have a website that we can be proud of.

It has taken another year to achieve the second objective: the new club handbook. Having brought the online sites' guide up to date it was only too clear that the (still important) hard copy was way out of date. But of course it's not just the sites; 16 chapters on everything from the constitution to competitions, through communication, coaching and the countryside code all needed re-writing. It took a while but we have finally got a very smart, colour handbook back from the printers. Some were issued at the Baildon Sod but, if you weren't there, you should get your copy fairly shortly. I hope you are as pleased with the result as I am.

In the meantime the committee continues to work tirelessly. The sites officers maintain relations with the farmers; Pete is our ambassador to the BHPA; Trev continues to organise our social events; Ed is doing a great job with coaching; Melise has revitalised the library and Kate produces a smart monthly newsletter, whilst maintaining our collection of trophies. Quietly and competently Tony and Neil keep an experienced eye on the tiller ensuring that we maintain a healthy bank balance and membership.

So, having achieved our 2 main objectives over the past 2 years where do we go from here? Can we rest on our laurels? Well, probably not. John Lawson will be standing down at the AGM and will be sadly missed. After all it would be very difficult to run a club without a decent Safety Officer. In addition I have little doubt that you, the members, will have a few AGM proposals that will generate work for the committee. And perhaps, after 2 years, it's time for the club to get involved in the competition scene once again...

Fly safely,

Martin Baxter
Chairman

Selling Used Paragliding Gear – Kate Rawlinson

I recently advertised for sale, after eventually deciding to part with it, my Niviuk NK1 on the DHPC Forum and almost immediately got a response from a guy called Ben. I offered Ben the opportunity to try the wing as he was still training. He emailed me back to say that would have been great but he lived in New York, Saranac Lake nr Vermont!! I panicked a bit at this point, but no need, payment was sorted out through Pay Pall, I (or rather my husband John) found a carrier DSV Global Transport and Logistics www.dsv.com who picked up and shipped the wing for £95. It took only 2 days to get there I was well impressed!!! So it was all very easy.

Ben is really pleased with the wing and sent me the following photos of his first flight from his local paragliding site!!!!

Kate ☺



Love the wing! The pictures are from Burke Mountain in Vermont. Ben



Library News- Melise Harland



The library catalogue is now on the DHPC website! To access it go to the homepage and you will see the library listed in white lettering on the blue band at the top of the page. If you click on the word Library it will take you to the catalogue so you can have a look, see what we have and have a wish list ready for the next club night. If you would like to pre-order any item from the catalogue feel free to send me an e-mail (Melise_Harland@yahoo.co.uk) and I will reserve it for you. Some of the items are now getting a bit dated so if you have any suggestions for things you would like to see here let me know.

Baildon Sod 2011

The Baildon Sod (no not Pete Logan) the biggest and most important event in the Dales calendar took place on the 27th July, this is THE bracken thrashing, line mangling, glide angle stretching comp of the year!

Hardly a breath of wind, and what there was wasn't in a very helpful direction. Trev turned up with a scythe and together with Pete Logan rolling around (yes honestly) a makeshift runway was created. As usual there was much face planting and general merriment.

About half a dozen paragliders managed to escape the 'Devils Pubes'. Best distance went to Pete Logan with Richard and Marek subject to a stewards' enquiry for second place. Photos and bribes will be accepted as evidence.

The hang gliding award went to Rich Welborne for his valiant efforts on his Aeros Discus. He made 2 brave attempts to take off, which put him well ahead of the competition.

As usual the evening ended with beer, pizza and fish n chips outside the Malt Shovel pub in Baildon.

Thanks to Melise (DHPC's official photographer) for the photo's you can see lots more at [http://www.flickr.com/photos/melise_har ...302518314/](http://www.flickr.com/photos/melise_har...302518314/)



Pay Attention to those side wires!



Below is a post by Gerolf Heinrichs (Moyes designer) in the ozreport forum. Very little of it was published in the ozreport so far.

Please read it right to the end and then you will perhaps understand the importance of changing your wires regularly.

To summarize – as we fly through turbulence we occasionally exceed the elastic limit, but not the breaking stress, of the side wires and we stretch them a little.

The wire will stretch only so much, then it stops stretching.

Once your side wire has been fully stretched it no longer has the elasticity it had before to absorb shock loadings.

So when you're 3 year old 200 hour side wires go twang at 100km/hr on the way into goal they are much more likely to break than if they were new.

This is true of stainless and galvanized but the stainless will age much quicker.

If you do aerobatics they will age more quickly.

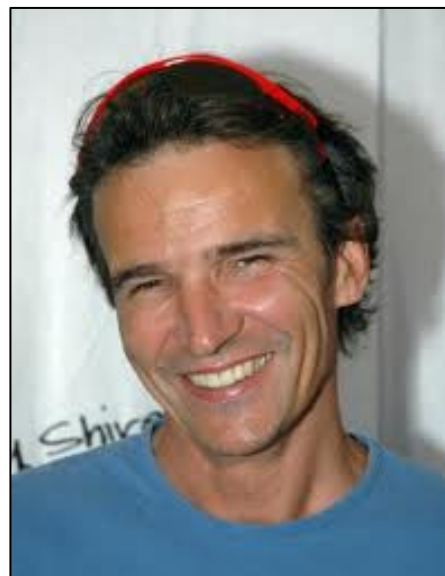
They are aged and weakened even if they are still nice and straight with no wiggles.

Gordon Rigg

Over to Gerolf:

Now, what exactly are thin thin side wires? Are you referring to 7x7mm 2mm cables (the more flexible ones), or do you mean 1x19mm 2mm cables? The difference is in the steel portion. 1x19 have a higher steel portion, and therefore have a higher breaking strength. Depending a little on the type of steel and the manufacturers brand, 7x7mm 2mm cables hold around 330 kg, 1x19 2mm hold about 420kg. That is manufacturers specs for swaged cables like we use them.

Cables ALWAYS break at the Nico press exit, and they break by over stressing the strains on their skin first, and after that the core strains go.



I have tested many such 1x19 samples, as to see how close the manufacturers specs come to "reality". The strongest samples would reach 450kg, the weakest were still slightly above 400kg. This was from the same roll of wire, so one can conclude the differences came really all from the swaging quality. Two swages do not hold more than one swage. The cable will still break where it goes from double to single. The two swage solution is just easier to do without the cable sticking out of the swage which would be hurting your fingers while rigging and de-rigging.

All Moyes gliders are currently certified with 1x19 2mm cables, so technically speaking, if you are using other cables, even the bigger 2.5mm dimensions that is, you would be out of certification. (One of the pitfalls of certification: you can't improve on your own safety, if you want to comply with certification concepts!)

I would agree that in older days cross bars were the structural limits of the gliders. I would not necessarily say that having a harder time to bring a glider to speed would make flying aerobatics any saver, because pilots would then just try to squeeze their loops out of a slower wing, yanking them around harder in return - means pulling more G's on their maneuvers.

I would also have to disagree that the weak point nowadays are the cables. I know the specs of all structural parts, and I ensure you, as far as load testing goes, the next weak link are now your nice sleek slipstream uprights. We never managed to break a side cable on truck load testing.

Flying faster through hard turbulence is happening more these days, so the perception of loading the side cables on turbulence shocks makes us feel the side cables are more in danger now. However, this is not when the cables fail!

The shocks during xc flying are all well absorbed by the flexibility of the wing, since even the stiffest flexwing is still a lot more flexible on its leading edges than it is on the side cables.

What kills side cables is, when they come under additional shock load while being already loaded to or past their elastic limit. The typical example is aerobatics in rough conditions. The loop itself doesn't hurt the glider, the rough conditions on their own don't do it either. But the combination of both can do the job quite nicely.

You think modern hang gliders are too fragile against overloading? Then think of this: Everyone of you has likely sat in a Jumbo while flying through nasty turbulence and you might have watched the wing violently swinging up and down with the load - and it looks scary,

The jumbo flies at more than 800kph in this moment, and the hits of the turbulence are very noticeable in the fuselage. But the Jumbo flies on and it makes you think that Jumbo construction is really solid.

Why do the wings not over load and break, given the massive shocks they have to absorb? The reason is, that while the shock hits the wing, the wing is not statically loaded close to its strength limit, not even close to its elastic limit. Or in other more technical words, the maximum wing deflection and the shock load on the wing are not in phase. If the Jumbo would have to pull some 3G's (which would then deflect his wings up about 3-4m), as it would be in a stationary steep bank turn while hitting said turbulence, the wings would fold in a heart beat.

Now, what is that elastic limit (Hooke limit)?

If you look at steel as a cable material you find that while its terminal load may be as high as 400kg, at about 200-250kg it reaches the limit of elastic

deformation. Means, if you load steel cables past this point, there will be residual stretch. That stretch alone would not be so bad, as such stretch on a 2.5m swaged cable is only about 2mm. But what is bad is that with more residual stretch you loose more and more the ability to absorb energy (shock load situations). Just as a climbing rope that has been shock loaded past its elastic limit can't absorb your next fall so well - the rope hardens with use.

This is where the "old cable" issue comes into play. An old cables will not hold any less STATIC load than a new cable, but since it might - over its lifetime - have endured its fair share of residual stretch meanwhile, the total energy it can absorb upon a DYNAMIC COMBINED load situation is less now!!



War o Roses



The Traditional War o Roses comp contested between the Dales Club and Pennine club will be held during the Chipping Camping weekend 3rd/4th September. The Pennine won the trophy last time, so its time to claim it back. The Roses is a fun competition, intended to introduce pilots to competition tasks. If you would like to come along email [me](#) (Kev) or join the Chipping Camping Classic event on the Pennine Soaring Club facebook page. They need to know numbers for the £5 a head curry in the pub on Saturday night. Meet 9am Saturday on the Show field Chipping.

November 19th and 20th 2011

Mountain Flying Theory Masterclass

with Chris Scammell

2 day classroom course covering all aspects of mountain flying. Change the way you think about flying paragliders

£50 max 25 pilots (Venue to be confirmed)



More details about the venue in Keswick, accommodation etc will be in the next newsletter and available on the DHPC website in the next couple of weeks, should you want any further information now please contact Chris by e-mail chris@mountainparagliding.co.uk or tell 07988 691626 details will be on his website shortly.

Kate will be collecting names and money in advance, tea, coffee, biccies etc will be provided by the club and Kate will be arranging a bit of a do (curry/meal out) on the Saturday night, for those who are staying over.

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British Paragliding Record Smashed



Richard Carter British paragliding record holder for the eighth time.

Photo: Richard Carter

Richard Carter, flying an EN D Ozone MantraM3, has broken the British paragliding open distance record with a flight of 253km from Bradwell Edge in the Peak District.

The flight on 9 Aug 2011 exceeds John Silvester's 194km flight across the length of Wales and brings the record back to Richard for the eighth time! Richard was a huge figure in British paragliding during the 90s and he continually pushed the record further and further until he retired from the sport in the early noughties.

Read the full report and an interview with Richard online www.xcmag.com

Glorious Twelfth

The Glorious Twelfth refers to 12 August, the start of the shooting season for Grouse and to a lesser extent Ptarmigan. It is one of the busiest days in the shooting season (which lasts until the end of December), with large amounts of game being shot.

Please note the restrictions shown below and on the Home and Sites pages. We don't want to lose a site (or a pilot!).

Dave Bradwell, Sites Officer(N).

Site Status Warnings

Bishopdale

**Permission must be sought from the Gamekeeper before flying.
No flying August 12 – December 31.**

Great Whernside

The owner has threatened to sue any pilot who disrupts a grouse shoot and that could amount to £Ks.

Kilnsey

Site closed from 1st August to 31st December. No flying during this period. A new site so potentially...

Nappa Scar

No XC flights between Aug - Dec (shooting season).

Stags Fell (Full DHPC members only)

No XC flights between Aug - Dec (shooting season).

Hawkswick / Windbank / Knipe Scar

When landing at Windbank, do not fly over the plantation, as it contains game birds managed by local farmers.

Paraglider maillons safety notice

Following an incident where a maillon was over-tightened and then bent open, Paramania have issued a safety notice through their website.



Paramania Technical news & recent safety notice

Check your maillons – don't over-tighten them!

Paramania's Pascal Campbell-Jones told XCmag.com that "since we posted the safety notice warning pilots about preflight checking their maillons, hundreds of people have watched the video on 'How to check your maillons' and written thanking us from all over the world for making them more aware about preflight checking.

"We are quite surprised by the lack of pilots pre-flight checking their equipment in our sport."

[Paramania's website](#) also several other useful technical videos on their site.

All PSC/Associate members,

At last week's committee meeting we voted to BAN LANDING ANY CLOSER THAN 30m TO THE ROAD AT PENDLE.

This is to stop the common practice of landing right next to the road, usually on the 'Putting Green' or 'Helipad', or what ever you call the raised flat bit of ground opposite the car park.

Also, we recommend landing on the NE side of the road, so as not to overfly the road low. We don't want to ban landing on the other side of the road as it is better for hang gliders in certain winds and any craft returning from the Wiswell side of the hill.

I and the rest of the committee don't like to ban anything, but we feel this is necessary as landing next to the road is clearly an accident waiting to happen. Not just for the pilot, but for car drivers too.

Our decision has been prompted by a recent serious accident, a pilot stalled his glider from 30 feet while attempting a spot landing on the helipad. This pilot crashed in the road, his injuries were serious, but could have been even worse had a car been on the road.

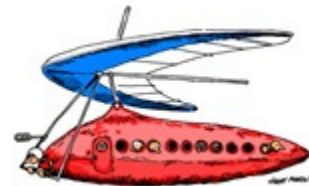
I must admit that I have landed on the helipad in the past. I've often noticed cars slowing

down or stopping as I come in low over the road, distracting car drivers is not a good idea. On landing my wing has on a number of occasions fallen back close to the edge of the road and I've seen other wings fall back into the road. This can't continue as routine practice.

If a car driver gets distracted and crashes into another car or walker then the situation could be grave for all flying from Pendle. Who would get sued? The pilot would be the first in line, but if the pilot was not a BHPA member as in the recent accident and did not have 3rd party liability, then who would get sued? The Pennine Soaring Club and all its members? Maybe the council as the landowner? Who knows, but I'd guess the next step would be the banning of all flying at Pendle – and possibly Parlick too.

Walking an extra 30m at the end of a days flying is not a great hardship, so please respect this ban.

Regards,
Phil Wallbank.
PSC Safety Officer



Invite for club AGM proposals

If you have any proposals about changing something about the club please let me know by sending to contacts@dhpc.org.uk or ringing 07795 426748 begin_of_the_skype_highlighting 07795 426748 end_of_the_skype_highlighting as soon as possible and I will include it in the agenda for discussion and voting at the AGM.

Also, any club member is welcome to stand for one of the following posts which are always up for re election at the AGM.

- a) Newsletter editor
- b) Membership secretary
- c) Treasurer
- d) Chief club coach
- e) Safety officer
- f) Librarian
- g) Sites officers North and South
- h) Paragliding competitions secretary
- I) Hang gliding competitions secretary
- j) Club secretary
- k) Social secretary
- l) Web site officer
- m) Chairman

There's a free drink for any member that comes to reflect the serious nature of the evening ;-)

The AGM will be held at The Dyneley Arms from 7.30pm, 3rd November at Otley Road, near Otley, LS21 1ET

Dales Hang Gliding and Paragliding Club – July 2011

Hang Gliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Trevor Birkbeck	Various	Ripon	trev.birkbeck@virgin.net	01765 658486
Alistair Irving	Various	Huddersfield	aliirvin@msn.com	01484 844898
Steve Mann	Weekends	Kirkby Malzeard, Ripon	steve.andbex@virgin.net	01765 650372
Kevin Gay	Various	Ripon	kray@talktalk.net	07794950856
Ed Cleasby (Senior power coach) Chief Coach	Various	Ingleton	edcle1@tiscali.co.uk	07808394895

Paragliding Coaches

Name	Availability	Location	Email	Contact Telephone Number
Sean Hodgson	various	Haworth	sean@ogi.me.uk	07999606084
Rob Burtenshaw (senior coach)	Sun+various	Oxenhope	burtenshaw@fsmail.net	07747721116
John Lawson (Safety)	Various	Leeds/Horsforth	johnklawson@googlemail.com	07747081978
Peter Balmforth	Weekends	Leeds	peter.balmforth@ntlworld.com	07714213339
Noel Whittall	Various	Leeds	noel.whittall@googlemail.com	01132 502043
Alex Colbeck	Weekends	Harrogate	alexcolbeck@hotmail.com	07717707632
Steve Mann	Weekends	Kirkby Moorside	steve.andbex@virgin.net	01751 433130
Pete Logan (Secretary)	Various	Shipley	pete@logans.me.uk	07720 425146
Peter & Sara Spillett	Weekends	Skipton	sara@petensara.com	01756 760229
Tony Pickering & Zena Stevens (treasurer)	Various	Otley	anthonypaulpickering@hotmail.com	01943 466632
Kevin McLoughlin (Comps)	Weekends	Lancaster	Kevin-mcloughlin@hotmail.com	07767 652233
Martin Baxter (chair)	Weekdays	Skipton	mrbaxter@hotmail.co.uk	07775785479
Ronald Green	Weekends	Hartlepool	ronaldgreenpilot@hotmail.com	07403068944
Fred Winstanley	Various	Higher Bentham	fredwinstanley@sky.com	0777041958
Richard Shirt	Weekends	York	rshirt@advaoptical.com	07786707424
James Watson	Weekends	Leeds	james@primaryictsupport.co.uk	01132 825827
Andy Bryom	Weekends	Keighley	andy.active@unicombox.co.uk	07796 421890
Dave Couthard	Weekends	Leeds	d.coulthard2@ntlworld.com	07595895149
Ed Cleasby	Various	Ingleton	edcle1@tiscali.co.uk	07808394895

